Steamship Subsidies Defeated for the Session.

Louis Napoleon a Party Before the Supreme Court.

WASHINGTON, Feb. 17, 1871.

Steamship Subsidies Killed Off. The Commerce Committees of the House and Senate have agreed not to hold any more meetings this session, except on special call for the consideration of special bills. Neither committee now regards any of the bills now before it for steamship subsidies as

liems of the Miscellaneous Appropriation Bill. The House Committee on Appropriations at their meeting to-day agreed to insert in the Miscellaneous Appropriation bill the following amounts for the construction of new public buildings and the com-

cities named:	ommenced in the	several
To continue work on the Post Office building at New York	At New Orleans At Omaha At San Francisco At St. Pau To erect new public buildings at St.	\$175,000 25,000 500,000 94,411
Office and Custom House building 942,574 To finish public buildings at Cairo,	At Aibany, N. Y At Hartford At Nashville	400,000 150,000 150,000 100,000
At Knoxville, Tenn. 20,000	At Port Huron	100,000

priate for the construction of new public buildings, but they finally agreed, upon the urgent request of the Secretary of the Treasury, to relax their economical rules in this respect.

Louis Napoleon in Court.

A case was argued before the Supreme Court to-day involving the question whether the Emperor Napoleon III, had a right to sue in a court of the United States in a matter involving damages done to a French national vessel in the bay of San Francisco, occasioned by a collision.

Overpayment of Awards by the Government. In the payment of the awards made by the joint Commission between the United States and Colombia and New Grenada in 1862 and 1864, and the expenses of the Commission, the United States have overpaid said awards to the amount of nearly \$.00,000 over the deposits made by the South American government, and the Secretary of State has requested the Secretary of the Treasury to cause the real balance to be officially recorded in order that payment may be demanded for the deficiency. Government Freights by the Pacific Railroad.

meeting to-day had under consideration the subject of government freight on the Pacific Railroad. The report, which was made by a member of the committee who has had the matter under investigation, shows that the construction of the Pacific Railroad has been of immense advantage to the government, saving many millions. The report further shows that if the government freights to the Pacific were sent over the Pacific Railroad instead of the Panama and other routes, the amounts would be nearly enough to meet all interest due the government. It is proposed by the committee that all the government freights, army and naval supplies, now diverted to other routes, shall be sent by the Pacific

The case of Blyew & Kennard vs. The United States, from Kentucky, is about to come up before the Supreme Court. The question is whether the second section of the thirteenth amendment, authorizing appropriate legislation by Congress to carry into effect the first section of the amendment. vested Congress with the constitutional power to enact the Civil Rights bill of April, 1866.

Executive Nominations. The following nominations were sent to the

J. Milton Turner, of Missouri, to be Minister Resident and Consul General to Liberia; Oxins Morgan, of Florida, to be Consul at Rio Grande; James W. Siler, of Arkansas, to be Consul at Santa Cruz; A. P. Tammasi, now Vice Consul at Ancona, to be Consul at Ancova; John P. McKee to Assessor of Internal Revenue for the Seventeenth district of Pennsylvaria.

Nominations Confirmed. The Senate in Executive session to-day confirmed

John P. McKee to be Assessor of internal Revenue for the Seventeenth district of Pennsylvania; Elias D. Bruner, of Maryland, to be Consul at Talcahuson; Victor Barthow, Consul at Cairo, Egypt; Barbour Lewis, Appraiser of Merchandise at Memphis; John E. Blaine, of Wyoming Territory, to be Surveyor teneral for Montana; A. L. Robinson, to be Appraiser of Merchantise at Evansville, Ind.; B. D. E. Lyon, to be Surveyor of Customs at Dubuque, Iowa; Joseph Parish to be Secretary of the Precident to signland patents; Mordecal Mobley, of Iowa, to be Principal Cheek of Phible Lands in the General Land

patents: Mordecal Mobley, of lowa, to be Principal Clerk of Public Lands to the General Land Office; E. W. Foster, of Arkansas, to be Surveyor General for the district of Louisiana, vice John Lynch, re-signed, Russell Hastings, Narshal for the Northern District of Ohio; Denard Rumley, Collector of Customs, Wilming-ton, N. C.; John F. Tappan, Agent for the Indiana of Fort Bertholdt Agency, Dakota. Postonastra-E. L. Jones, Owego, N. Y.; H. F. Cady, Lock-port, N. Y.; Mrs. Etien Sanderson, Springheld, Ohio. Agents for the New Loan.

Four hundred and fifty national banks up to ye terday had applied for authority to act as agents for the sale of the new bonds. It is not probable that a special agent will be sent to Europe, as the Secre tary has already been solicited by several of the leading English banking houses for the agency in London and Berlin, and the house of Morton, Rose & Co., London, has been sent 200 subscription papers for their own use and distribution among those whom they may deem reliable.

THE NEW HIMEURG DEASIER.

Continuation of the Coroner's Investigation. POUGHKEEPSIE, N. Y., Feb. 17, 1871. Nothing new has transpired at the wreck to-day. The diver did not go down, but is waiting nutil the laborers hoist out all the debris they can.

The investigation as to the cause of the disaster

was resumed before Coroner Andrews at two P. M. Theodore Davis, of Poughkeepsie, a civil engineer, was the first witness called. Under instructions from the Coroner he had prepared a map and table of distances surrounding the scene. The fireman of the oil train was the next witness. He testried that while the forward brakeman was shoveling coals for him he was sitting on the fireman's box looking ahead; he said his train was running slow and had reached a point fifty or sixty vards below the bridge, when he felt a jerking and the engineer blew for brakes; he jumped off, and ran back towards the trestie work when he saw the ran back towards the trestie work when he saw the express coming; in two or three minutes after she struck the trestie work; in that time he had sent a red light down the track and had gone up to the obstruction caused by the oli car jumping off, and was on his way back; he saw the baggage and express cars and sleeping car when they went off; the Buffalo sleeper turned first toward the river side, and then turning again tambled into the bay on the east side; the express car seemed to shove over the top of the baggage and sleeping cars; the express was going twenty miles an hour when is struck the oli car; heard the engineer blow twice for brakes below the water tank and once above it; it was over half a minute of nearly a minute after he first saw the express when he first heard the whistle for brakes; I don't think the express train could have been stopped before reaching the bridge. ne first saw the express when he first heard the whistle for brakes; I don't think the express train could have been stopped before reaching the bridge. A brakeman named Eartlett, attached to the oil train, testified that he thought he was a first class brakemen, having served in that capacity four years; he was the forward brakeman of the oil train, and was stationed on the engine; he admitted that he was shoveling coal for the fireman when the train passed New Hamburg; he thought his train could be stopped still in eighty rods with brakes on and the engine not reversed; he deprecated the use of beh cords, and denounced oil tank cars as unsafe for brakemen to pass over.

Henry E. Merritt, one of the drawbridge tenders, was recalled, and said—I stated in my previous examination that it would take four minutes to change the tower light signal; I think it could be changed in a minute and a half or two minutes, it the way is all clear; the engineer of the oil train was about twenty-five or fairty feet below the eighty rod sign board with his red light; none of the timbers or spides of that bridge were defective as far as I could see; if I had been on the draw that night and seen the obstruction of the oil train I don't think I would have gone beyond my orders if I had changed the tower light.

have gone beyond my orders if I had changed the James Cunningham, drawbridge signal man and tank tender, testined that his duty in the winter is to light the tower light, keep the nee cut from ander the bridge, and to give the engines water at fold Troy; I visit the draw every night; I think I could change the night on the tower in one minute; the light was forty-three and a half feet from the track; think I would have gone up and changed the light instead of running down the track; I have stopped all kinds of trains between the tunnel and the draworidge; have signalled the Cincinnatt express, with six or seven steeping cars, before they got to the bridge; I never had any difficulty in stopping any kind of trains in that distance. Here the inquest adjourned till to-morrow parp-

WASHINGTON. EUROPE.

The London Press on the Relations Between England and America.

The Cunard steamship Abyssinia, Captain Haines, from Laverpool February 4, via Queenstown the 5th, arrived here yesterday. She brings two days' later mails than those brought by the Pereire.

ENGLAND.

Opinions of the Weekly Press on the Relations Between England the United States. The London Spectator of February 4, under the long editornal as follows:-

head of "Undignified Democracies," concludes a long colitorial as follows:—

It is quite true that the vast majority of the people, even in America, have not yet learned the value of a certain pride in sincerity, of a political hamphitiness of purpose; that they confound the commonplace with the real; that they lorget how much of power, as well as advantage, is secured by securing at least that guarantee for the respect of others which is involved in the resolve never to fortest seif-respect yourself. Hand-to-mouth life is a bad school in which to learn consistency, self-restraint and a lefty, unbending demeanor. Nor is it easy, no doubt, for the masses to give to representatives chosen as the best specimens of themselves, qualities which are more or less the qualities of aristocracies—or cise of peculiar races like the Romans—and by no means qualities of the majority of any Teutonic people. Sill, let but popular leaders arise capable of this self-respecting demeanor—such as Mr. Lincoln, who, with all his groiesqueries, was eminently capable of tt—and we can imagine nothing which would fascinate a great people more than the attempt to give this nobler and foltier tone to its representative assembly. In the dignity of such an assembly they would soon begin to take a sort of personal pride; and nothing strikes us as a greater mistake in the popular American leaders than the entire failure to appeal to this side of popular sentiment. Even the most respectable of the American party leaders show a pilaney and ashiftiness of political resource which may answer a temporary purpose, but miss uiterly prevent the growth of the sort of pride in them which England feels in Mr. Gladstone, and felt in Lord Palmerston, sir Robert Peel and Lord Russell. A great popular leaders in the House of Representatives last Monday might have made this very misnecre compliment to O'Donovan-Rossa and his brother Fenans simply impossible by asking both parties in the House whether they were prepared, for the sake of outmanceuvring each othe

The Saturday Review of the same date speaks in the following manner under the head of "England and America":-

The Saturatay Review of the same date speaks in the following manner under the nead of "England and America":—

When General Butler lately proposed at Boston that a series of insults should be offered to England for the sake of reuniting the republican party, a few respectable American writers and speakers protes, ed against the proposal, and declared that General Butler had no pretension to represent public opinion. The effusive advocates of the United States in England eagerly accepted the assurance, and the expression of a doubt whether the lowest American demagegue is not the most popular of political leaders was not unnaturally denounced as invidious and indiscret. Nevertheless, it was known that General Butler had been twice elected by a district in Massachusetts, and soon afterwards the President reproduced in his Message to Congress several of the arguments and suggestions which had been applianded at Boston. It now appears that the House of Representatives, at the insugation of General Butler, almost unantinously agrees to offer a gross and wanton affront to the English government and nation. The democrats have united with the regulsing government as an act intrinsically meritorious. It is not necessary that the Fenilsa consuracy should rise to the dignity of a political enterprise, or that its ringleaders should have a reasonable prospect of success. The convicts are offenders against English law, and, therefore, at Washington they are hostility to England. It remains to be seen whether the Senate concurs in the littingous carping of the President and mit elibered maliganty of the House of Representatives. United by the House; but the President of the Senate will secure it from the degradation mentred by the House; but the President of the Senate, when he was Speaker of the House of Representatives, invited the Fenian leaders to take places on the floor of the parts and of the Senate, when he was Speaker of the House of Representatives, invited the Fenian leaders to take places on the floor, and the e

seems a waste of time to discuss the means of removing existing differences. An adiance with Fenian convicts is utterly meonsistent with any scheme of establishing friendly relations between England and the United States. The systematic deference which has been diplayed by English Ministers to American susceptibility is evidently misinterpreted. It would be better to apply the same balance or standard to the conduct of both governments. When a strict account is demanded of the alleged-negligence shown in the matter of the Alabama it would be well to inquire whether the American government has been blameless in permitting two invasions of Camada by forces organized in its territory with fall knowledge on the part of the federal and State authorities. Some sacrifice of feeling might be made seems a waste of time to discuss the means of remov thorities. Some sacrifice of feeling might be made for the sake of peace and good-will; but it is not worthly white to make concessions which will be followed by the spiteful civilles tendered by Congress to O'Donovan Rossa. As long as the President and the House acknowledge General Butler for their guide and leader no settlement of disputes is possible.

The London Economist also contains an article on the American situation under the head of "General Butler's Motion." The article concludes as fol-

As regards, however, the relations between England and the United States, we may say with some confidence that this little bit of party profugacy will not affect them at all. Our statesmen are too much used to this sort of man cuvre to take any notice of used to this sort of man envire to take any notice of it, and their desire to meet honestry the proposals which deneral Schenck brings with him, are, as we believe, heartily seconded by the good will of the whole English people. We lament General Butter's resolution, not because it will produce the smallest effect on our political relations with the United States, but because it will necessarily tend to strengthen that habitual misunderstanding of American affairs, and that unjust because excessive disgust at the proceedings of the American "democracy" which make Englishmen thinks so scorningly of the really great institutions and much greater people among whom these canning political tricks are common if not popular.

Mr. Graves, Member of Parliament, on the Alabama Question.

Mr. S. R. Graves, M. P., who has recently returned from a tour in the United States, attended the annual meeting of the Liverpool Chamber of Commerce on Friday, the 3d inst. In moving the adoption of the annual report, Mr. Graves said:-

speaking from recent experience, I have never seen anywhere manifested stronger proofs of attachment to England than I witnessed in the Dominion of Canada, and so far from separation being thought of by the great bulk of the people of Canada with whom I came in contact, it was scouted with indignation; and, as to the United States, I am satisfied it is in our power to establish with them a warm and permanent friendship. With very rare exceptions, confined very much to the alien population, I found, wherever I went, below a thin outer crust of hurt feelings, a solid stratum of good feeling, coupled with a strong desire to collivate the closest relations if we would but show a desire to strengthen and reciprocate these feelings of good will. I am led to make these passing allusions to our relations with the United States by reference in the report to the Alabama calms. I conclude that the non-interference at present recommended arises from a belief that the government is sufficiently alive to the destrability of closing these up, and that no useful action can at the moment be taken, rather than from a desire on the part of the Chamber to take a less interest in an equitable and honorable settlement of these differences of opinion. With this view of the matter I am mediaed to agree, and if the distinguished officer, whose presence we hope soon to welcome among us, bears, as I have reason to believe he does, proposals consonant with justice and moderation, I nave the strongest hopes that believe he does, proposals consonant with justice and moderation. I have the strongest hopes that we shall speedily see the Alabama controversy take its place among the things of the past.

FRANCE.

The Orleanists and the Elections. Previous to the elections the Duc d'Aumale issued the following address to the constituencies by which he was invited to stand as a candidate for the National Assembly about to be elected in

MESSIEURS LES ELECTEURS—Four months ago several of your members offered me their votes. I know not whether it will be your pleasure to give them to me at the present moment. I cannot, besides, speak to you as fully, as freely as I would wish, and I must sink in my beart all the feelings with which it over-

flows. I do not even know if these few lines will be seen by you. I shall strive, however, to make them reach you; for to those who would still wish to choose me to represent them in the National Assembly I believe I ought to give some explanations on two capital questions which will be placed before this Assembly—the question. On the first point, as I had no share of responsibility, direct or indirect, in the events or the acts which have produced the war and the actual situation, I have a right to stipulate my entire liberty of appreciation or of reserve. I am turther authorized in doing so by the inaction which has been imposed upon me, when I urgently claimed the right of fighting for my country. On the second point I will explain myself with complete sincerity. When I consider the situation of France, her history, her traditions, the events of the last years, I am struck with the advantage which a constitutional monarchy presents. I believe it can respond to the legitumate aspirations of a democratic society and guarantee with order and security every kind of progress and of liberty. It is with a mixture of filial pride and of patriotic sorrow that I compare France in her actual state with what she was under the reign of my father. As to this opinion, I have a right to hold it as a man, and as a citizen I believe it my duty to express it; but I do not mingle with it any spirit of party, any exclusive tendency. In my sentiments, in my past, in the traditions of my family I find nothing which separates me from the republic. If it be under this form which France wishes freely and definitively to constitute her government I am ready to bow before her sovereignty, and I will remain ner fathful servant. Whether it be a constitutional monarchy or a liberal republic, it is by political probity, patience, a spirit of concord, abnegation, that we can save, reconstitute, regenerate France. These are the sentiments which animate me. H. D'ORLEANS, Due d'Aumule.

The Destruction of St. Cloud. A letter from the Versailles correspondent of the London Telegraph, dated on the 30th ulimo, says:-

A letter from the Versattles correspondent of the London Tetegraph, Gated on the 30th ultimo, says:—

Before to-day Garches and St. Cloud stood unimabilitied but undestroyed. To-day both places he in utter ruin, not one single house in either being left habitable. Wails and fences, trees and shrubbery, have been indiscriminately thrown down and rooted up, the ruins lying in undistinguishable heaps. On one side a brick garden wall, with the splinters of a glass conservatory lying at its toot; on another the debris of drawing room furniture pounded into almost unrecognizable ruin by the shell that had exploded there. And curiously, sometimes where the shells ofthe invaders had done their worst, and had broken up the brickwork of many yards around, a frail and trivial conservatory of glass, the delight, perchance, of some charming bourgeoise, had escaped the splintering effect of the shells. In a portion of St. Cloud the destruction was so complete that the landmarks between adjoining properties were obliterated, and the divisions could not be any longer recognized. Still remained on the shattered fence and in iront of the ruined grassplot the innocent placard bearing the incongruous suggestion—Terrain a vendre propre a batter. The original proprietor had not reckened, of course, upon the amount of iron which actually enriched the soil of his property. Many painful scenes took piace in the return of the banished villagers to the homes which they loved, and which had so long been the prey to the shot and shell of friend and enemy. I saw one man turning round to take his bearings towards his own place from some familiar object, and falling into a hopeless collapse when only crumbled heaps of masonry and snapeless piles of brick responded to his inquiry where he stood in relation to the guiding edinces of his once tranquil neighborhood.

Prince Napoleon's chateau at Meudon was destroyed as to the roof and interior, the facade still standing. The destruction at Sevres is not so great as at St. Cloud. The highway from

CUSTOM HOUSE AFFAIRS.

The Congressional Investigating Committee at Work.

Visit to the Appraisers' Stores-Needed Reforms in the Customs Department-The Workings at the Steamship Docks Inspected-Opinions of the Committeemen.

garding the general order business and the discontinuance of the issue of night permits, as is well known, are under the consideration of the Congressional Sub-Committee of Investigation. During a conversation with a HERALD reporter, Senator Patterson said that frauds of the most formidable nature have come under his notice during the investigation. He thinks a radical change in the system of the customs service will be the result of the labors of the committee. It has come to be the case that Custom House

He was quite amazed at the coolness with which such dis-closures were made to him by the parties concerned. ceived it is quite evident that both parties were aware that their action constituted an offence. He attaches no blame to Collector Murphy; still it cannot be denied that legislation on their action constituted an offence. He attaches no blame to Collector Murphy; still it cannot be denied that legislation on the part of Congress is necessary to remedy the evils that I did not possess one hundred dollars over and above my debts; I had made the assignment to my consin, Mr. Biggs; I had made the assignment to my consin, Mr. Biggs in the bonds and mortgages at the time; on the strength of those assignments I secured advocate that the privileges of the general order business should be restored to the Cunard and Bremen lines. Senator Patterson thinks that the importers ought to be the best judges of the matter. They do not consult the interests of the steamship lines, but their own, and istemen lines. Senator Patterson thinks that the importers ought to be the best judges of the matter. They do folic consuit the interests of the steamship lines, but their own, and they declare that considerable saving would accrue to them if the above named lines had the right of transferring the goods direct from the steamer into their own warehouses. The charges for cartage, storage and labor under the present system of sending goods from Jersey City to the general order stores on this side of the water amount to about 1st 40 a case. This would certainly not be the case if the goods were transferred from the steamer into the adjoining warehouses of the steamship company. The Senator thinks that Collector Murphy's argument that such charges are rembursed by the steamship company to the importer is fallactions. These companies are

and what they apparently return to the importer is put on the freight, and thus the importers are the losers by the transaction. A rigidant supervision on the part of the Cutom House officials would prevent smuggling and other irregularities, The Senator thinks that high permits oo, in some measure, (scilitate frauds.

Collector Murphy says that he can disprove the Senator's

transaction. A vigilant supervision on the part of the Onstom House officials would prevent smugging and other irregularities. The Senator thinks that night permits do, in some measure, facilitate frauds.

Collector Murphy says that he can disprove the Senator's theory of the general order business. The steamship companies, in reality, retund the general order relations to leave the goods for thirty days in the ordion is given to leave the goods for thirty days in the ordion is given to leave the goods for thirty days in the bonded warehouse without any additional expense. He cited as a proof of this a letter received from Mr. John G. Dale, the agent of the Inman line, stating that it has been their invariable custom to pay to the importers the charges incurred whenever the goods had been sent to store within forty-cight hours after the entry of the vessel at the Custom House, and that has been the course pursued by all the other lines. Collector Murphy does not concur with the opinion of Senator Patterson that the Cunard and Bremme lines would reduce their freight if the privilege of the general order business were granted them. Bealdes, he thinks that this would be

MANIFEST INJUSTICE TO THE OTHER LINES.

At two of clock P. M. the Congressional Committee, consisting of Senator Patterson, Congressmen Saeldon and Benton, repaired to the Appraiser's store, in Greenwich street. They were accompanied by Collector Murphy, Special Deputy Surveyor Benedict, Warchouse Superintendent Russell and Deputy Collector James. They walked across the moddy streets and were at times immersed doorway they saw a long line of wagons hopelessly jammed, and their conversation was overtopped by the innumerable yells and shouts from excited drivers. The fact that suggested itself at once to the committee was the absence of proper conveniences for the delivery of goods. There is but one gate open for the reception of merchandise, while a long line of loaded trucks extending for half a mile were waiting for their turn to get it. At four

in the present system has given rise to many complaints on the part of the merchants, and legislation is therefore required to remedy

THIS CEYING WEONG

to the importers. Collector Murphy as a called the attention of the Congressional Committee to the abuses which have grown out of the obligation undertaken by the government to make good the damages sustained by goods. This system, says Collector Murphy, opens.

A EROAD AVENUE TO FRAUDS.

Goods have in this way been fraudulently reappraised, and heavy amounts paid by the government where there has been no actual damage. After a thorough inspection the whole party went on board the Surveyor's tugnost, which took them to the dook of the Imman line. They were received by Mr. John G. Dale,

of the steamer City of Washington, and Mr. J. B. Small. The Congressional committee examined into the manner in which the odicials, who were just in the manner in which the odicials, who were just into the manner in which the obscials, who were just in the properties of the steamer performed fact fullies. Senator Patterson also questioned Mr. Dale regarding the general order business. They latter gentleman said that it would be unjust to give this advantage to the Cunard and Bremen lines, which those companies who had no warehouse for such unclaimed goods could not enjoy. He thought that the restoration of this privilege to the above mentioned lines would not reduce the freight on goods. The HERALD reporter had a conversation with Congressiona Shedon, who is entirely adverse to Collector Murphy on the questions under consideration. He advocates that night permits should be granted, and thought Collector Murphy in the questions under consideration. He advocates that night permits should be granted, and thought Collector Murphy in wrong in difficulties out of

granted, and thought Collector Murphy has raised the present difficulties out of PERSONAL HOSTILITY
against these lines. He said Collector Murphy is wrong in withholding night permits and thus placing obstacles to the quick transaction of business. Importers and steamship companies are alike in favor of facilitating the discharge of cargoes without delay. Collector Murphy, he says, justices his course by the letter of an obsolete law, framed in 1798, which certainly cannot be rigidly applied to the requirements of the present day. He thinks that the report of the committee to the Senate will be ADVERSE TO COLLECTOR MURPHY, who, out of mere caprice, has raised these difficulties. He does not see the force of the Collector's argument that night permits facilitate frands. Let honest officers, be says, be placed to superintend the dacharge of cargoes—men who cannot so easily be corrupted."

McPherson's rooms, in West Fourteenth street. The affair was attended by a large crowd of the young and gay residents of the west side, and with pienty of fun and sociability the croping was passed in most successful style.

THE BUSSING LEGACY CASE

Continuation and Close of the Testimony.

What a Lawyer Thinks of the Testator's Sanity-"Love and Affection" as Viewed Through "a Hole in the Wall"-What the Proponent Swore to When He Dodged His Tax Bills-An Undutiful Son and a Sorrowing Parent.

At White Plains, Westchester county, yesterday, a hearing of additional testimony in the Bussing will case took place before Surrogate Coffin, when the evidence on both sides was declared closed by the mutual consent of counsel. The proceedings were marked by some important disclosures, reflecting rather severely on the reputation of the proponent, who was unable to control his somewhat violent temper while writhing under a rigid cross-examination by counsel for the contestants. The testimony elicited was in substance

Charles Wighton, a resident of Mosholo, in the town of Yonkers, testified to various transactions which he had had with the deceased, John Bussing, Sr., and from all he had seen of him during an acquaintance of more than thirty year he never saw anything at any time during that period to indicate that he was not

competent ne was not competent to MARE A WILL or transact business, nor did he discover any alteration in the state of the testator's mind after he (the deceased) took

Samuel M. Purdy, having been called by counsel for the be commenced transacting business for the deceased testator an acknowledgment of the testator of his deed of the homestead form to John Bussing, Jr., and on the Sist of December, 1868, he took an acknowledgment of his deed of the same property to Mrs. Ann L. Case; on each of these occasions witness saw the testator and held conversations

the same property to Mrs. Ann I. Case; on each of these occasions witness saw the testator and held conversa tions with him; witness also drew up the assignments and morrigages, and they were

stoned by The TESTATOR
in presence of witness, and before whom, as a magistrate, they were exknowledged; on all occasions when witness saw the testator he believed him to be fully competent to transact business or to make a will.

Cross-examined by counsel for the contestants—My business with the deceased commenced after he took his bed; the money and papers appeared to be in the custody of Mrs. Bussing, who would fetch bonds, mortgages or money down stairs and receive money from me for her husband; I cannot say that I ever saw the testator count the money, but merely turn it over in his hands; Mrs. Bussing was I took the acknowledgment of the deed of the farm from the testator to John Hussing, Jr.; I had it in my possession from that time until two or three weeks ago, when I gave it up to John Bussing, who came and asked me for it; he never saw it before; the deed had not been recorded; it was dated May Ib, 1864; I cannot tell whether the deceased reinsed to sign it when I presented it to him for that purpose; I cannot swear that he did not refuse to size it; I have seen the will before; John Bussing, Jr. brought it to me; it must have been some years before that I prepared the deed; it must have been about 1860; he brought it to my office for me to examine and give my opinion as to the rights of his mother and himself under the will; it was in an uneacled enveloped to the property which the will gave to him; no consideration was bad;

LOVE AND AFFECTION
formed the only consideration acknowledged in the matter; I do not recollect that the testator refused to sign the deed when I took it to him, but it might have been so: I have put money out for John Bussing, Jr., but cannot say what amount; I drew up the deed of the farm from the testator to Mrs. Case, and also the mortgage from Mrs. Case to John; likewise the assignmen

knowledgments: I did not see any money paid by Mr. Briggs for the assignment; the assignment was made to Mr. Briggs on account of APPREBENDED ASSESSMENTS in the town of Yonkers, for the purpose of getting clear of paying the tax; I do not know whether he raid any tax, or whether he swore that he had not that money, mortgages, Ac.; I kept the deed in my possession, at the request of the testator, until after his death; John had no control of it until a few weeks ago; the deceased said something to the effect that as the place had been given to John he would have the proceeds; John was present at the time.

John Bussing, the proponent, recalled by ex-Judge Robertson, replied to questions as follows:—The hole in the wall referred to was made not less than eight verars ago; nothing was then said about the deed; it was on the occasion of asking for the deed; I went away for a few days shortly after I took charge of the place; the reason I did so was I had too much hard work and I got discouraged; in 1844 I asked my father to give me a deed of the place; with my father's consent lentered into negotiations with Iga Peters for the sale of the homestead .arm; in the meantime Mrs. Ryer demanded of me to be paid 85,000 out of the proceeds; I told her she was unreasonable and that she had better wait until I got the money; she then kept picking at my lather and my seit until my tather said he would not seil.

A NEW WAY OF EVADING TAXES.

Gross-examined by Mr. Van Felt—I asked my father to give me a deed of the homestead in 1844, but I don't know how soon after that it was prepared; when I struck the wall I was not afrand of my father altering his will, but I was displeased with my mother for using her influence in favor of my sisters; I thought that she was doing me great injustice; I was about six feet from my father at the time; I don't remember that my mother cred any expression at the time, or that my father said to me "For God's sake, don't kill your mother!" I got a big price for the farm: my sisters got none of the

some money in the savings bank in New York or National Trust Complany; not over \$1.000: 1 also had \$1.500 in United States boats; I carned about \$10,000 on the farm; I sold wood off the place for \$1,500, and stone for \$100 more; I realized about \$12,000; noy inter gave me \$300 when I come of age.

Elijah Ryer, recalled by Mr. Van Pelt, testified:—I heard old Mrs. Bussing testify in this case; I heard her say that John had never used profane or violent language to her; I heard John call his mother a black-hearted b—h; his fasther, mother and myself were present; John said to his mother, within his father's hearing, that

HR HOPPD PAP WOULD OUTLIVE HER, and that hell would then have her; it was about the time they were arguing about the deed; I am sureit was in connection with the deed.

Ellen A. Ryer, recalled by counsel for the contestants, said:—I remember Mr. Purdy bringing the deed for grandfather to sign; it was about six years ago; Mr. Purdy sid, "I have got a deed for you to sign." grandfather said, "I don't wish to sign it was about six years ago; Mr. Purdy sid, "I have got a deed for you to sign." grandfather said, "I was uresnt when he struck my sister with a pair of tongs, and said he was sorry that he had not killed her.

The testimony was here closed on both sides. It is understood that the summing up by counsel will shortly take place, when this singular, sensational and seaundalous expose of domestic unhappiness will have aimost disappeared from the public gaze.

THE COAL EMBARGO.

Advance of Freights on the Leading Railroads-A Prohibitory Tariff Adopted-The New York Supply Entirely Cut Of. SCRANTON, Pa., Feb. 17, 1871. The Scranton Daily Morning Republican to-morrow will con-

ain the following important news:—
We understand that the Lehigh Valley and the Lehigh and

We understand that the Lehigh Valley and the Lehigh and Susquebanna Railroad companies yesterday notified the coal operators, who have been chipping over their roads, that hereafter, until further notice, the toils from Wilkestarte to Port Johnson (Elizabethport) will be \$7 10 per ton. Before the suspenson they were \$2.75. New York and Philadelphia had better look elsewhere for coal. This tariff effectually prevents all operators who have commenced mining from shipping their coal. It affects not only the miners, but 100,000 other people living in Luzerne county alone, and all elsewhere dependent upon the coal interests of this region. In view of this combination of the great carrying companies, petitions are being extensively circulated in Pittaton. Wilkesuarre and throughout the Wyoming Valley, asking the Legislature to curtail the franchises of the coal carrying companies. These papers are being very generally signed by all classes, and a stringent act for relief from such oppressive toils is being prepared for early introduction into the Legislature.

THE FXILES.

The National Capital to Receive Them. A deputation from the Common Council of Washington, D. C., consisting of Councilmen W. H. Murray and Clarence D. C., consisting of Councilmen W. H. Murray and Clarence M. Barton, arrived in this city yearerday the bearers of a letter from the Mayor of Washington, inviting the criles to receive the congratulations of the commonalty. The deputation had an interview with the exites and were informed of the acceptance of the invitation. The whole party will leave for the capital to-morrow, and the exprisioners may prepare for a new round of honors, receptions and addresses.

NEWARK COMMON COUNCIL.

The proceedings of the Newark Common Council last night were sufficiently interesting to attract a large attendance of citizen lookers-on. The present rank and file of the police citizen lookers-on. The present rank and file of the police force were regularly onstea by the appointment of about 120 new men. Among the appointees are several men who were lopped off the Commission force for skulking and sleeping on post. Resolutions were passed appropriating \$300 for observing Washington's Birthday, making it an offence punishable with \$50 to throw sait on the railroad tracks, and one instructing the legislative committee to use every effort to defeat the bill now before the Legislature, granting extraordinary privileges to the Orange and Newark Horse Car Railroad Company. The bill, its claimed, gives them complete control of the middle of each street through which the road passes. The new representative from the Eighth ward, Alderman E. H. Reynoids, was sworn in and took his seat. The bond of Chief of Police Glasby, with Congressman George A. Haisey and Assemblyman W. E. Ripley as securities, was accepted.

OCEAN STEAMERS.

DATE OF DEPARTURES FROM NEW YORK FOR THE

MUNITED OF PROBLEMENT MAD MALITON			
Steamer.	Saile	Destanation.	Office.
Hermann	Feb 18	Bremen	68 Broad stre
Anglia	Feb 18	Glasgow	. 7 Bewilng Gr
City of Brook'r	. Feb 18	Liverpool	. 16 Broadway
Itaiy	. Feb 18	Liverpool	. 69 Broadway.
City of Limer'k	. Feb 21	. Liverpool	.115 Broadway
Acadia	Feb 22	. Glasgow	. 7 Bowling Gr
Colorado	. Feb 22	Liverpool	. 29 Broadway
Australia	. Feb 25	. Glasgow	. I Bowling Gr
Pereire	. Feb 25	. Havre	. 68 Brondway
Wisconsip	Mar 1	. Liverpool	. 29 Broadway
Trojan	. Mar 1	. Glescow	. 7 Bowling Gr
Columbia	. Mar 4	. Glasgow	. 7 Bowing Gr
Wroming	Mar 8.	Liverpool	, 29 Broadway

SHIPPING NEWS.

Almanac for New York-This Day.

Sun rises...... 6 51 | Moon rises..morn 6 33 Sun sets...... 5 39 | High water...eve 8 00

PORT OF NEW YORK, FEBRUARY 17, 1871.

CLEARED.

Steamship Samaria (Br), Martyn, Liverpool via Queens-own-U G Francklyn.
Steamship City of Port au Prince, Jackson, Port au Prince -B Murray, Jr.
Steamship City of Martyn, 1988 p City of Mexico, Timmerman, Havana, Vera isal—F Alexandre & Son. p Fanita, Doane, Philadelphia—Lorillard Steam hip Co. Ship Lyttleton (Br), Taylor, Port Elizabeth, CGH—Isaac Taylor,
Ship Granite, Mack, San Francisco—Sutton & Co.
Bark Noah (Nor), Neilson, Odessa—Wendt, Tetens &

Bockmann. Bark Hudson, Vaughan, Cadiz—R P Buck & Co. Bark Atlantic, Dickerson, Barbados—H Trowbridge's Sons.

Brig Carl (Swe), Fast, Singapore for orders—Wendt, Tetens & Bockmann.

Brig Altilia (Aus), Babarov.ch, Gibraltar—Slocovich & Co.

Brig George W Chase, Brown, Cardenas—Miller & Houghon.
Schr Wapella, Penny, Galveston—C H Mallory & Co.
Schr John, Williams, Wilmington, NC—E 8 Powell.
Schr I B Webb, Gross, Battlmore—Wn Chalmers.
Schr L N Loveli, McLane, Fall River—Bentley, Miller &

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS. Steamship Abyssinia (Br), Hanns, Liverpool Feb 4 and Queenstown 5th, with mide and 191 passengers, to C G Francklyn. 10th inst, lat 48:22, 10n 36:11, passed a National steamship, bound east; 14th, lat 42:3, 10n 58:17, a Gulon steamship, do; 16th, lat 40:38, 10n 70, a Cunard steamship, do.

Staamship Leo, Dearborn, Savannah Feb 14, with mose and passengers, to Murray, Ferris & Co.

Steamship Charleston, Berry, Charleston 51 hours, with moise and passengers, to HR Morgan & Co. 17th inst, at 7 AM, exchanged signals with steamship Georgia, bound south.

Steamship Isaac Bell, Blakeman, Bichmond, City Point and Norfolk, with mise and passengers, to the Old Dominion Steamship Co.

Steamship Albemarie, Blackwood, Richmond, City Point and Norfolk, with mise and passengers, to the Old Dominion Steamship Co.

Steamship Albemarie, Blackwood, Richmond, City Point and Norfolk, with midse and passengers, to the Old Dominion Steamship Co.

Steamship Co.

Steamship Volunteer, Jones, Philadeipois, with midse, to the Lorillard Steamship Co.

Bark Morro Castle, Jewett, Shanghas Nov 2, with tea to Welmore, Gryder & Co.—vessel to Jas E Ward & Co. Had heavy weather in the China Sea: thence fine weather op to this coast, when had heavy W and NW gales. Passed Anjer Nov 21, Cape of Good Hope Jan 2 and crossed the Equator Jan 24 in lon 32 20 W. Dec 5, lat 14 35 8, lon 8722 E, spoke ship Rattler, from Manilla for New York, 23 days out: Jan 2, off Cape of Good Hope, bark Olive Mount, from Muscat for Boston, 49 days out.

Bark Naval Brigade (Br.) Knight, Manils Sept 20 and St Heleon Jan 2, with midse, to order. Passed Anjer Nov 2, Cape of Good Hope Dec 17 and crossed the Equator Jan 16 in lon 27 W; had strong trades and fine weather up to this coast, when had heavy E and N winds. Jan 17, lat 154 N, lon 31 UN, spoke ship Coringa, from Boston for Calcutta.

Bark Megunicook (of Boston), Hemingway, New Orleans 17 days with sugar and molasses to Shepari, Gandy & Covesset to Miller & Houghton. Had heavy weather; been four days north of Hatteras, with strong casteriy and northerly winds.

Brig thos Owen (of Portland), Guptill, Zaza 18 days, with

reases to Miller & Houghton. Had heavy weather; been four days north of Hatteras, with strong easterly and northerly winds.

Brig Thos Owen (of Portland), Guptill, Zaza 18 days, with sugar and molasses, to Simon De Visser-vessel to Thompson & Hunter. Had variable weather; was 4 days north of Hatteras.

Brig Camille (Br), Strout, Calbarien 11 days, with sugar to D Knowiton & Co-vessel to master. Had variable weather; Feb II, off Cape Fear, saw a schooner's mast apparently but a short time in the water.

Brig Cleo (Br), Corbit, Matanzas 18 days, via Delaware Freakwater, Feb II, off Cape Fear, saw a schooner's mast apparently but a short time in the water.

Brig Cleo (Br), Corbit, Matanzas 18 days, via Delaware Freakwater, Feb II, off Cape Fear, saw a schooner's mast apparently but a short time in the water.

Brig Cleo (Br), Corbit, Matanzas 18 days, via Delaware Freakwater, Feb II, off the same to Hawter, II days north of Hatteras, with strong N and Ng gales.

Schr FS (Calf Edwards, Milton, St Martins 12 days, with molasses to Pheips & Co-vessel to F1 Nevius & Son. Had fine weather up to Hatteras, from thence 6 days, with strong N and W gales.

Schr Amos Edwards (of Philadelphia), Somers, Galveston 22 days, via Delaware Breakwater Feb I5, with beef, to C H Mallory & Co-vessel to J W Elwell & Co. Had heavy weather; 8 days north of Hatteras.

Schr B C Terry, Bridgall, Galveston 22 days, via Fortress Monroe, Feb Io, with midse to C H Mallory & Co.

Schr Heisen A Hoyl, Granmer, New Orieana 18 days, with midse, to master, Sen Admiral, Steelman, Jacksonville 9 days, with lumber to M A Wilder, Son & Co-vessel to Bentley, Miller & Co.

Schr Heisen A Hoyl, Granmer, New Orieana 18 days, with midse, to master, Sen Hadolla Fisser, Georgetown, SC, 10 days, with naval stores to Dollner, Potter & Co; vessel to Geo M Smith; been B days north of Hatteras, with strong head winds.

Schr J M Richards, Irving, Wilmington, NC, 10 days, with naval stores to E D Harlout & Co; Feb 16, off Barnegat, in a heavy weather) blow, broke bowspir

Passed Through Hell Gate. BOUND SOUTH.

Schr Gold flunter (Br), Secor, St John, NB, for New York, 18 days, with lumber to Jed Frye & Co-vessel to Hency & Parker.

Schr Hannie Westbrook. Littlejohn, Portland for New York, 12 days, with lumber to E L Hatch & Co.

Schr Robert Myham, Doane, Gloucester for New York, 12 days, with fish to Jas A Steison & Co.

Schr Monteauma, Corbett. Beverly for New York. with fish to E Niekerson, & Go.

Schr Mot Chan, McClintock, New Bedford for New York.

Schr Mary E Rice, Rice, Fall River for New York.

Schr Mary E Rice, Rice, Fall River for New York.

Steamer Doris, Almy, Providence for New York, with indise to D A Mills & Co.

BOUND EAST.

Steamship Neptane, Baker, New York for Boston.
Bark Stella (Br.), Loekhart, New York for Liverpool,
Schr Gen Sheridan, Stewart, Virginis for New Haven.
Schr D Bavidson, Smith. Virginia for New Haven.
Schr Sarah A Falconer, Wilson, New York for Southpo
Steamer Thetis, Walden, New York for Providence.
Steamer Electra, New York for Providence. The bark Stella, from New York for Liverpool, was obliged to cast anchor off Whitestone, being unable to proceed on account of the lee, which is still very heavy between Whitestone Point and Fort Schuyler. The river above those was

Shipping Notes.

Wind at sunset SE.

For some time past the shipping circles of New York have been agitating the question of the excessive wharfage charges to which owners of vessels have long been sub-jected. They argue that not only are the legal rates of this port higher than any other in the world, San Francisco ex-cepted, but there are additional sums to be paid for a choice of wharves, which is little less than a species of blackmailing, or warves, which has resulted in driving commerce, legitimately belonging here, to neighboring ports, where the charges are reasonable and the accommodations better. Very many vessels, especially those engaged in the petroleum trade, have also, within the in the petroleum trade, have also, within the last few years, gone to Jersey City, Hunter's Point and Hollast few years, gone to Jersey City, Hunter's Point a boken, their owners hoping at these adjacent points in our harbor to do better; but the wharf owners, taking adventage of the legalized increase in the rates at New York and Brook-lyn last year, proportionately increased the charges during the last few months. Refusal to pay the advanced rates were at first made by some of the shipping firms on the ground of its being an extortion, but the gentlemen of the wharves had matters in their own hands and became mas-ters of the situation. In referring to this important question

ters of the situation. In referring to this important question the Shipping List says:

A bill has lately been introduced into the Legislature to reduce the present New York and Brooklyn wharfage rates on grain elevators one-half. The effort is commendable, and would be still more so if it extended to all classes of vessels. But in view off the present tendencies of legislation there is little reason to hope for needed relief from that quarter. Though our legislators do not appreciate the importance of fostering and encouraging the shipping interest, they ought at least to have some regard for the manifold industries and departments of trade which are inseparably connected with thatinterest, through which the whole country derives substantial galms; because when the shipping interest suffers these industries must also suffer. Statistics show that while the foreign commerce of the country is steadily expanding, the share which fails to New Yark, the great entrepot for the whole country, hardy holds its own; and that this hait in our local commercial progress is solely due to the exorbitant port charges there is not the shadow of a doubt.

Marine Disnaters.

Marine Disasters.

Some Erra (Br), from Boston for St Domingo City, put into Provincetown 16th inst with loss of foremast. She wip repair and proceed.

WEXFORD, Feb 1—The following marks are on some of the control of Marine Disasters. WEXFORD, Feb 1.—The following mar as are on some on the casks reported yesterday as coming ashore on the coast here:—"Crystal Petroleum, Livingston Bros, Pittsburg." "Eagle Works, Carbon Oil, Fawcett Logan, Stockdale Refinery, Pittsburg." "White Deodorized Oil, carbonized, brilliant, Frew & Co., Pittsburg." "Brilliant Illuminating Oil, Refining Co, Pittsburg."

Misrellapeous. We are indebted to Messrs Geo A Philips & Collins, shipping merchants, of 41 South street, for continued favors.

Purser C C Wildman, of the steamship Leo, from Savannah, has our thanks for favors.

BARK HIPPARCHUS (Br), Calhoun, now at Providence, has been chartered by parties in New York for Charleston, to load outloo for Liverpool.

Whalemen. Bark Hunter, Chase, of NB, was at Bay of Islands Dec 16, having taken 375 bbts sp oil since leaving the Bay in March—275 bbts so and 50 do who il, alitoid Was bound to cruise of French Rock, and would return to the Bay of Islands in May next.

Bark Coral, Potter, of NB, was at Bay of Islands Dec 24, oil as last reported—ready for sea.

Ship Golden Gate, Swinton, from Liverpool for San Francisco, Dec 12, lat 25 45 S. lon 43 15 W.
Ship Webster, Norris, from Cardiff for Callao, Dec 12, lat 25 45 S. lon 43 15 W.
Ship Medatrac (Br.), Kemp, from Cardiff for San Francisco, Dec 25, lat 50 S, lon 65 W.

Foreign Ports.

ANTWERP, Feb.—Arrived at Finshing 2d, Manitobab, Durkee, New York.

BRIESOL, Feb 16—Arrived, bark Queen of the Seas (Br),
Haveron, New York (Jan 21).

BRIESOL, Feb 3—Salled, Jane Young, Parry, Cardiff and

BRLPAST, Feb 2—Sailed, Sirian Star, Corning, New York, Gaiveston, Gardiff, Feb 2—Sailed, Sirian Star, Corning, New York, Cheared 2d, Sheffield, Sloan, New Orleans.
Ent out Jan 3t, Polly, Rodd, for Gaiveston; Eliza Evelina, Dowling, Boston; Haistad, Johnsen, and Galatica, Marthensen, New York; Italia, Whitmore, Rio Janeiro; Feb 2, Jw., Pyman, Boston; G B Covert, Hogart, do; J R Hea, Jw., Pyman, Boston; G B Covert, Hogart, do; J R Hea, Graham, New York; Renj Bangs, Batchelor, Rie Janeiro, DUBLIN, Feb 2—Arrived, Charger, Creelman, San Francisco. GRIMSHY, Feb 3.—In the roads, ship Betty (NG), Nutzhorn, from New York for Bremen. GRIMSHY, Feb 3.—In the roads, ship Helly (NU), Nutzhorn, from New York for Bremen.
GRANTANANO, JAN 28.—In port schr S B Franklin, Mull, from St Jago, arrived 23d, for New York idg, to sail soon.
HAVANA, Feb 16.—Arrived, steamship Morro Casile, Adans, New York via Nassau.
Cleared 8th, bark Canny Scot (Br), Hudson, Galveston; schrs Maggie Cain, Scull, Mobile; Alice G Grace, Gifohrist, Cardenas; 10th, J J Spencer, Lurkin, Matanzas.
In port 11th, bark Harry Boeth, Chase, for New York idg; brigs John Pierce. Townsend, and Nercus (Br.; Gibbons, for Boston; Maggie Gross (Br), Gross, for do via Cardenas; Wim Webh, Show, for Philadelphia 1dg; Lady Monck (Br), Barrow, for New Orleans, dc; and others.

York.

Also arrived Fab 14, ships Royal Charlie (Br., Potter; Canada, Patten; Atmosphere, Oram, and Generieve Strickland, Strickland, New Orleans; barks Avondale (Br., McElhenny, do; Helen Angier, Staples, Mobile; 16th, steamer Cornna Arrived at de Each ada, Patten; Atmosphere, Oram, and Genevieve Strickland, Strickland, New Orleans; barks Avondale (Br.), McEllenny, do; Helen Angier, Staples, Mobile; 16th, sieamer Cornna (Br.), from Savannah.

Arrived at do Feb 17. ships May Queen (Br.), Ross, and Gr.), Arrived at do Feb 17. ships May Queen (Br.), Ross, and Augusta Raynes. New Orleans; Jeasone (Br.), Sanafford, New York; bark Clementine (Sp.), Sentes, Savannah: brix Giles Loring, Pinkham, Mobile;

Salied 2d, Jamestowa, Call, Mobile; Castlehead, Armistrog, San Francisco; Amy A Lane, Carver, Matanzas; Evanell, Randell, Cardenas; Anna, Philadelphia; Sampo, Huovinin, Baltimore; Mendota, Perry, Buenos Ayres; 3d, Wyoming, Jackson, Philadelphia; Dantel Draper, Clark, New Orleans; John Bunyan, Gilmore, Savannah.

Gleared 2d, Westmoreland, Heron, Philadelphia; Rd, Chrysolite (s, Corbishley, New Orleans; Vername, Gleared 2d, Westmoreland, Heron, Philadelphia; Rd, Curtis, Boston; Hrussian (s, Dutton, Portland, 3d, Sarah, Atkins, Boston; Hope, Hancock, and Emilia, Granberg; Philadelphia; idolona, Davis, Savannah.

London, Feb 3.—Arrived, Devana, Thomson, New York; Ben Nevis, Moody, Baltimore, Cleared 2d, Canterbury, Manson, Moelle; 3d, Franklin, Hassel, Philadelphia; th, Verona, Arrowamith, do; Blandina Dudley, Kyle, Boston.

Salied from Gravesend 3d, North East, Copeland, San Francisco; New World, Champion, New York; Wild Hunter, Howatt, Cardin and New Orleans.

Lisbon, Jan 26.—Arrived, Navarino, Blood, New York, Lisbon, Jan 26.—Arrived, Steamships Europa, McDonald, New York Feb 4 for Glasgow; India, Nunroe, do (Feb 2) for do (and both proceeded).

New Port (Mon). Feb 2.—Cleared, Mary Jane Wilber, Mundy, Galveston; Sappho, Wilbur, do.

Salied ist, Fjelsted, Flores, talveston; W J Putman, Rickard, New York; Daphas, for Frovience, Rl.

Ent for log ist, Froy, Emanuelsen, for New York, New York, Charles, New York; Daphas, for Provience, Rl.

Ent for log ist, Froy, Emanuelsen, for New York, New York, Ore, New York, Salied, Athas (a), Sheen, New York, New York, Salied, Athas (

New York.
SHIPLDS, Feb 3—The ship Margaret Weir, for New York,
has put back.
SOURABAYA, Dec 8—Sailed, ship Borneo, Proctor, Passa-SOURABRAYA, Dec 8—Salled, ship Borneo, Proctor, Passarocang,
Swanade, Feb 1—Off the Needles, bark Catharine Hutchison, of and for London, from New York,
SEVILLE, Jan 17.—Salled, Snowdon, Wood, New York;
SEVILLE, Jan 17.—Salled, Snowdon, Wood, New York;
Sth. Veteran, Snow, Messina,
St John, NB, Feb 16—Cleared, schr M R G (Br), for Philadelphia,
TRURS ISLANDS, Jan 30.—In port schr Recruit (Br), Davison, for New York idg,
Zaza, Jan 29.—In port bark Union, Falks, for New York in
Idays; schrs Georgia, Orcaut, for do in Sdays; Mary C
Hammond, Parker, disg.

American Ports.

BOSTON, Feb 16—Arrived, sehrs M H Read, Benson, New Smyrns, Fia; Emma Bacon, Bearse, Baitimore.
Cleared—Steamships Calabria (Br., McMickan, Liverpool via New York (and sailed tith); Blackstone, Loveland.
Baltimore: brigs Morning Star (new, of Boston, 159 99-10stons), Matthews, Honoluin; H Honston, Havana.
Sailed—Wind S to SSW and WNW, US steamer Talinpoosa; bark Bessie Simpson.
17th—Arrived, steamship Saxon, from Philadelphia.
BALTIMORE, Feb 16—Arrived, Steamer McCleilan, Howes, Boston via Norfolk; bark Aquidneck, Chesebrough, Rio Janeiro; brig Chowan, Forbes, Fernambuco; schirs Afternamer, Cramner, New York; Mary G Farr, Conwell, New York; Spariel, Smith, New York; Spariel, Smith, New York; Mincola (Br.), Miller, from Cardenas.
Cleared, bark Suzerain (Br.), Sheaker, Liverpool; brig American Ports.

Northwood (Br), from Rio Janeiro; brig Mineola (Br), Miller, from Cardenas.

Cleared, bark Suzerain (Br), Sheeker, Liverpool; brig Mary E Rowland, Rowland, Charleston; schra A T Cohn, Springer, Allyn's Point; City Point, Troit, Portiana; Sophie, Bunker, do; R H Shannon, Dilka, Allyn's Point, Salled, ship Calumet; barks Friedlief, and Mindora.

Bill, FAST, Feb 10 Arrived, schra Lizzie Poor, Dickey, Baltimore; Harvest Home, Crabtree, New York; M W Drew, Carler, Jacksonville.

Hilb—Arrived, schrs J W Roberts, from Baltimore; Morning Star, Svivester, de. ing Star, Sylvester, de Donaid, Bucksville, SC.
Salled—Schr Mary, McDonaid, Bucksville, SC.
CLIAKLESFON, Peb 14—Cicarea, bark Rio de la Pinta
(Br), Landry, Cork and a market; schr Fawn, Megakhlin,
Boston; S. L Brown, Croeby, Kingston, Ja, vu Union Island, Boston; S.L. Brown, Crosby, Kingaton, Ja, via Union Island, Ga.

17th—Arrived, steamships James Adger. Lockwood, New York; Maryland, Balitmore; schrs J. Clink, do; Jas. Vandrel, Noriolk.

Saited—Bark Hawk Eye (Br.), Breachin, St. Helena, SC.
DENNIS, Feb 4—In port schr. Hero, Kelly, from Salem for New York. for New York.

FORTRESS MONROE, Feb 17—Arrived, brig Olinda, from Rio Janeiro for orders.

Passed in for Baltimore—Schr Maggie D Marston, from Matanzas.

Also passed in for Baltimore—Brigs Italia, from Ponce; Chesapeake, from Demarara; John Walters, from Matanzas; schrs Shiloh, from Matanzas; Lochiel, from Havana. Also bark Clifton, from Rio Janeiro.

Passed out—Ships Annapolis, for Liverpool; David Stewart, for Montevideo; bark Gussie Truemao, for Aspinwall; brigs Alice Abbott, for Halifax; Sami Wehah, for Demarara; schrs Bowdom, for Porto Rico; E J Palmer, for a port in Spain; D F Keeling, for St Johns, PR.

Salled 48th, brig Eliza & Hourietta, Nelison (from Baltimore in Arroy, PR.

In Hampton, Roads 18th, schrs John Farnum, Berry, from Washington, NC, for New York; J W Allen, Doams, from Charleston for Boston; Robert Pettls, Elia, from Norfolk for Providence; Emeline MeLain, trom Richmond for Boston; An E Carli, Tyler, from Baltimore for New London.

GALVESTON, Feb 1—Arrived, bark Rosta (Sp.), Renera, Havana; Stb., schr C av Grooks, Brooks, Boston.

Cleared Mh, brig Maria W Norwood, Washburne, Liverpool; 18th, steamahip Gen Sedgwick, Nichols, New York; barks S A Staples, Stone, and Maggio (Br.), McNut, Liverpool.

Salled 9th, echt John Rose, Howell, New Yerk. for New York.

FORTRESS MONROE, Feb 17—Arrived, brig Olinda, from

pool: 18th, Steamany or Sengues, Andrew A. Stayles, Stone, and Maggie (Br), McNutt, Liverpool.

Salied Stb, sehr John Rose, Howell, New York.

KEY WEST, Feb 17—Arrived, siesmahlp Gen Sedgwick, Nichols, Galveston for New York and proceeded).

MOBILE, Feb 11—Cleared, sehra Martha Ann (Br), Davis, Rustan; Mary R Somers, Sonion; Ann & Susan, Henderson, Froridence.

NEW ORLEANS, Feb 12—Below, coming up, ships Pharos, Coiller, from Boston; Napoleon, Gillespie, from Cardiff; Index Diller, From Boston; Napoleon, Gillespie, from Cardiff; Index Jones, Form Gasgow; barks Fewen, ——, from Rio de Janeiro; Parana, See, from do; Hildeyon, Work, from Cardiff; Index Davis, Brown, from do; brig Proteus, Peterson, from Malaga, 12th—Arrived, ship Cherokee, Forgie, Giasgow; barks Parana, Skee, Rio Janeiro; Feyen (Dan), from do; brigs Proteus (Dan), Peterson, Ma aga; Drudd, Williams, Port Madoc, Below, coming up, ships Rowantree, Lewis, from Liverpool; Lisbon, Dunning, from Boston; Zetland, Dicks, from Newport, Merchant, Tyler, from Bordeaux, Pharos, Coilier, from Poston; Napoleon, Gillespie, from Cardiff; Ibarks Haieyon, Work, from do; Lakemba, Brown, from do.

Southwrest Pass, Feb 12—Arrived, ship Merchant, Tyler, from Bordeaux.

NEW BEDFORD, Feb 15—Arrived, schr G W Kimball, Jr, Hall, New York. NEW BEDFORD, Fee to Arrived, schrs Willard G Patten, NEW PORT, Feb 15, PM—Arrived, schrs Willard G Patten, new). Baker, Calais for New York (experienced heavy weather and lost part of deckload); Frank M Freeman, Patter, Danvers for New York; Richard Yaux, Whittaker, Portland for do; Henry P Phillips, Trevoy, from Fartune Bay, NF, 1974. Danvers for New York, technard value, whittaker, Fortane Bay, NY, for do.

Salied—Schrs G W Rimball, Jr., Hall, New York for New Bedford; Ocean Wave, Bryant, Philadelphia.

PHILADELPHIA, Feb 16—Arrived, steamship Hunter, Harding, Providence; barks Exaudi (Nor), Marcussen, Oardiff; Fatria (Russ, Sodderman, Liverpool; Carlota (Dan), Eacher, do; Capella (Nor), Hubert, Leith; Colombo (Nor), A Ziler, Newport; Gothen (Nor), Dannevig, Newcastle, E; schr David 8 Siner, Huntley, St. Marra, Ga. Below, Harry Virden, Collins, off the Leege Light.

Lewes, Feb 16—The Cope reports the Italian bark of yesterday as the Guiseppe, from Palermo. She west out list night. Also the Pennsylvania and schra B II James, Althes, Virginia, and B F Orocker, for Wilminston, went to sea. Schra Wm Gesner, tor New York: Fred Wharion, for do; R T Paynter, for Providence, and others. Wind W. PM—A bark passed out this PM; appeared to carry the Bremen Fag. The brig Emily Conner left for Philadelphia this AM, and brig Thos Owens, for New York. Wind NW. PONTLAND, Feb 18—Arrived, steamship Franconia, Bragg, New York.

16th—Arrived, schr Sandolphon, Elwell, New York.

16th—Arrived, schr Sandolphon, Elwell, New York.

17 Cake, Endicott, and Caroline Young, Jackaway, Philadelphia Helow, sehr Hazleton, Cummings, from Baltimore.

Salied—Schr Amelia F Cobb, Cobb, Tangier.

J P Cake, English, and Active of the Salitation of Salitation of the Salitation of t SAN FRANCISCO, Feb 18—Arrived, bark Oneco, from Newcastle, NSv. 17th—Arrived, ship George Green, Kirby, New York. 17th—Arrived, ship George Green, Kirby, New York. SAVANNAH, Feb 18—Cleared, schr Eddie Fuller, Henderson, Union Island, Ga. to load for Boston. 17th—Arrived, bark Carlion Br., Durkee, New York. Cleared—Ship Golden Rule. Hall, Amsterdam; bark Abnegacion, Gallana, Liverpool; schrs Mary D Haskell, and David Faust. for St Mary's. Ga. SALEM, Feb 13—Arrived, schr Blue Bird, Finley, New York for St. John, NB. 15th—Salled, schr Flora A Newcomb, Harding, Tangler, Va. WILMINGTON, NC, Feb 14 Cleared, sehr Blia Hodsdon, Nickerson, Hunracoa. 17th—Cleared, steamship Pioneer, for Philadelphia.

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